

HELENA, Jan. 27—Henry Avaré, state fish and game warden, has returned from Plains, where he went to

NEW YORK, Jan. 27.—The tragic shooting of David Graham Phillips, the novelist, in front of the Princeton Club, has caused a widespread stir in the east, where the writer had many friends. Phillips, 35, a native of New Jersey, was shot by a man named Goldsborough, killed himself, and a real motive will probably never be known, although he is said to have objected to some of Mr. Phillips' writings. David Graham Phillips has been a successful and prolific writer, the author of nineteen published novels and many magazine articles. Mr. Phillips was born at Madison, Ind., forty-three years ago. He attended DePauw University, where he graduated with a bachelor's degree in 1887. He immediately went into the newspaper field, coming to New York after a short experience on the Cincinnati *Post*. He joined the *New York Sun* in 1891. Mr. Phillips was known as "The Great God Success," "Heretere's Heretere Highness," "A Woman Ventures," "Golden Fleece," "The Master Rogue," "The Cost," "The Plan Tree," "The Social Secretary," "The King of the Roofs," "The Fortunate Hunter," "The Second Generation," "Old Wives for Now," "Light Fingers' Gang," "The Worth of a Woman," "The Fashionable Adventures of Joshua Craig," "The Haunted House," "The Mystery of the Hand's Story," "Fitzhugh Goldsborough," who shot David Graham Phillips in New York and then killed himself. Phillips was a Harvard graduate and a member of the Phi Kappa Psi chapter at the eastern shore of Maryland with which Admiral Goldsborough, who became famous in the civil war, was connected. Young Goldsborough was a son of Dr. Edmund K. Goldsborough, of 121 E. 11th street, who lives at 1321 K street, Washington.

Long fore electricity received careful human consideration or spark phenomena were classified our Aryan ancestors started the little root "spark" on its growth through the languages of the world. The Thems Aryans, some eight or more thousand years before our era, knew what fire was and used it. They were acquainted with burning wood and knew that it gave out a crackling sound. When they spoke of that sound they used the word "spark," and it survived the ages and has become a part of our language. This "spark" grew into the Teutonic base "sprak," from which has come numerous words that imply making a crackling noise. In Anglo-Saxon it was "spærca," meaning exactly what we mean by "spark." Our Danish brother has it in "spærre," signifying to crackle, and in Icelandic it is "spærka." The sound is always in the word, whether it accompanies the "spark" or not.

The death of Prof. Alexander Agassiz last spring called to mind many of the incidents connected with the life of his famous father. The first of these was the fact that one of the victors through endeavor. When he first visited America his unfamiliarity with the English language threatened to stand in the way of his advancement. How he met the difficulty is told by Prof. Jules Marcou in "Life, Letters and Works of Louis Agassiz." The following is a translation of his coming to the United States was to master English sufficiently to speak in public. He had been accustomed to translate for some years, but he spoke so little that he was very hard to understand. Professor Lyell told him when Agassiz was in England, that it would be useless to lecture in America in either French or German, as both languages were used in narrow limit. He must speak good English if he was

"There is a railroad commission which is so strictly enforcing the railroad laws that it is impossible to run a line without improvements and traffic is at a standstill. Because of the state bank guarantee laws people are depositing all their money in state banks and the national banks are closing their doors and cannot compete. Things are undergoing a change there, and those who are in favor of the change say that they will starve for principle rather than have the state ruled by corporations. There is an act now before the Oklahoma legislature to have the state build railroads and operate them in the interest of the people. There are a number of such socialistic propositions before the legislature and the commission. The commission and a great many of the people not to yield to the demands of private monied interest but to go ahead with the advance policies they have started, and there are many people who are interested and who are now crying for a halt or are making arrangements for leaving the state."

TEXAS SHERIFF KILLED.

HANSFORD, Texas, Jan. 27.— Sheriff R. E. Martin of Hansford county, was shot and killed last night by a man named Fifer.

Sheriff Martin and a United States marshal went to arrest Fifer for holding state lands, 25 miles northwest of here. Fifer escaped.

Editor Ogden Standard:—

You are making the right kind of noise. Keep it up. The cost of living is too high, and your efforts to bring about a reduction are to be commended.

If the farmers can produce milk for less than three cents a quart, it is a logical conclusion that the milk dealers can make expenses and a legitimate profit out of a sale of the milk. It would be a boon to the consumer of six cents per quart, say seven cents a quart for a dollar for cash.

In addition to what the editor stated in Monday's Standard, the marketing board has added the milk question in Ogden. It can be said that a reduction in the price of milk would not necessarily mean reduced profits to the milk dealer. It would be safe to say that the milk would be used, and instead of being sold to the milk man, the opposite would unquestionably be true; thus resulting in a natural benefit to both consumer and producer. The case is parallel to that of the electric light

standpoint this is a good business principle, for it furnishes working capital without paying any interest on the money advanced to the customer. In Chicago, an advance deposit of five dollars is considered sufficient to protect the lighting company against loss due to failure of a customer to pay his bills. Why not do the same in Ogden?

The writer would also suggest that the editor "investigate" the gas business in this prosperous city of ours as it is in great need of a "shading" and "lighting" company. It is not available anywhere in Ogden as in electric service. If the gas company does not wake up soon and supply the public its franchise should be revoked and the field given to some company or companies to supply, or the editor should take care of it.

But, Mr. Editor, though the existence of a milk-trust in Ogden is a question you may assure yourself that it has nothing to do with the corporation mentioned above, you are rubbing up against a pretty much of a trust proposition. If you can make an impression on them we will,—well we will shout "Hurrah for the Milk Trust!"

W. H. PIERSON

Perhaps this report is a joke, but one thing is certain a baldhead is no joke to the man who wears it.

A club of baldheads formed in every city in America would be a good thing if its members could be induced to parade hatless, through the main streets of the city.

The writer would suggest that some of the members carry banners with inscriptions of such a character as to warn those who still have hair, that baldness is unnecessary; that in nearly every case it is the result of care

The best banner of all would be this, "We didn't use Parisian Sage."

BADCON'S PHARMACY sells Parisian Sage for 50 cents a large bottle so do live druggists everywhere.

It is guaranteed to stop falling hair, itching scalp and to destroy dandruff germs and remove dandruff in two weeks or money back.

No railroad train that ever glided over a pair of steel rails and monorails, especially no self-respecting baggage car, ever housed a more genial and hilarious throng of people than that which brought one hundred members of the Salt Lake City Transportation Club to this city last night and which formed the reception room for fifty more railroad men when it reached Ogden.

Just imagine one hundred and fifty amusement-loving railroaders, with plenty to eat, drink and smoke, and you have the main idea of what the entertainment committee of the Salt Lake club was pleased to call "a

The special train, which consisted of two chair cars, buffet and baggage car, was made up at 7:15 a. m. at the depot of the Great Northern Railway. The largest baggage car that can be found on the O. S. L. system, a sixty-footer, equipped with temporary plank seats and a stage, was provided for the baggage car. The history of railroading to be equipped with a piano. This "smoker special" was given the right of way and, leaving at 7:15 a. m., it was expected to arrive at 7:15 a. m. The return was reduced by five minutes, the special pulling out of the local yards at 11:15 o'clock.

Upon the arrival of the train was met by about fifty local railroad men headed by E. A. Shewe, F. W. Easton, Frank Fouts, G. C. McPeak and others, who extended a hearty welcome to the Salt Lake co-workers. After a brief handshaking the train's guests were invited to board the train.

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In addition to relating several good stories, E. J. Wenz introduced some stage magic. F. W. Easton, assistant superintendent of the Southern Pacific, was called upon for a speech. He conveyed the regrets of Superintendent T. F. Rowlands, who, Mr. Easton said, was unable to be present. The latter ordered a royal welcome to the visitors in characteristic pleasant and jovial manner.

The object of the visitation was briefly stated by A. F. Brewer, superintendent of the Utah division of the railroad. He said that the primary object of the trip was to get acquainted with the railroad by to get acquainted. "So far the membership of the Transportation club has been confined exclusively to railroad men," said Mr. Brewer. "We hope to prove ourselves companionable and extend the membership to include every one

a close with some more tongue stories by H. Foley, D. R. Gray, W. E. Evans.

Before the final number, however, F. E. Planché, assistant general manager of the O. & N. H. R., presented a report, in which he outlined reasons why railroad men should stand together. If the object of the trip was to establish a better fellowship between the railroad men of Oregon and Odeles, his mission was filled to the highest degree of efficiency.

The officers of the Transportation club, nearly all of whom were on board the special, are: President, F. A. Foley, secretary, D. R. Gray, F. A. Foley, J. C. Duffy, treasurer, J. Lewis; secretary, J. W. Ellingson; restors, R. F. Neslen, J. H. Dewey, W. C. Howe, L. J. Keyes, E. B. E.

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TEN YEARS IN OGDEN.

on the evening of January 31, he will announce his views on new phases of Time was of his administration. you want a thing different, ex-President Roosevelt, August Belmont, Andrew Carnegie, Jacob H. Schiff, Congressmen Sulzer and William S. Benson, Edward M. Shepard and others, will be the most notable ever given